

THE SCUTTLEBUTT



Inside this issue:

Contact Information	2
Ship's Store	2
President's letter	3
Treasurer's Report	4
The Don Miller Program	5
Database Statistics	6
Tin Can Sailors Events	22

TUCSON
Reunion Survey Results
 By George Overman

As I certainly expected, the results in some cases were not nearly as good as I would like. Most of the poor marks for the hotel were earned. I can tell you that I feed this information back to the General Manager, along with my personal displeasure on the hotel's performance. Did I get a response, of course not. I am not making excuses for them, but I do think they tried their best to accommodate us, considering the general economic problems exacerbated by the boycott of Arizona by many conference groups. The closing of the restaurant and lounge and downsizing of their staff two weeks before

(Continued on page 15)

USS COGSWELL DD-651 ASSOCIATION CONTACTS

President:

Frank Wille (Officer 63-65)
11614 Hazelnut CT
Oregon City, OR 97045
503-342-6699
President@usscogswell.com

Vice President:

Mack Stringfield (EM 65-66)
9402 Crosby Way
Missouri City, TX 77459
832-715-8971
VPresident@usscogswell.com

Secretary/Membership/Reunion Planner:

George Overman (RM 64-66)
P.O. Box 6098
Oceanside CA 92052-6098
760-889-2216
Secretary@usscogswell.com

Treasurer:

Orvil Williams (IC 64-68)
10512 South 36th Ave West
Colfax IA 50054-7516
(515) 674-3800
Treasurer@usscogswell.com

Director—Don Miller Shipmate Locator

Alice Lincoln
10512 South 36th Ave West
Colfax IA 50054-7516
515-674-3800
CrewmemberLocator@usscogswell.com

ATTENTION!!

If you have not received an e-mail message from the Cogswell Association in the past month it is probably because we do not have your valid e-mail address on file. Please send us your current e-mail address if it has changed recently. Send current e-mail address to: Secretary@usscogswell.com



NOW HEAR THIS SHIPS STORE NOW OPEN

Orvil Williams, your treasurer, has several Cogswell Association items for sale. These may include hats, shirts, and other items. However, due to the rapid changeover of this material we will not publish which items are available. For up to date information on which items are available please send an e-mail to Orv at Treasurer@usscogswell.com or give him a call at **(515) 674-3800**. We know he is standing by and waiting for the order.

Orv also brings a huge selection of items for sale to each reunion.



President's Message Tucson in Review

By Frank Wille (Officer 63-65)

Your USS Cogswell DD-651 Association completed the 15th National Reunion in Tucson, Oct 10 - 12, 2011. It was a fun reunion with several first time attendees. We found out why many retirees go to Arizona to live - it was sunny every day we were there. There were two different Day Tours which most members enjoyed. I visited the Desert Museum and the PIMA Air & Space Museum, which included a tour through the Boneyard - where planes go when they are retired from service. I found both places very interesting and worth doing again. Although the Hotel Arizona left something to be desired, they worked hard to make our stay enjoyable.

Max Stringfield was elected to be our new Vice President; the other officers were reelected. We thank Mac for taking on this duty. We also thank Pete Daggett, who served as Vice President for several years and contributed his time to the Association.

As you will learn elsewhere in this newsletter, the next reunion will be in Mobile AL, as voted on by the membership. We all need to begin practicing our "Southern dialect" - Ya'll come, yahear.

Your Association remains strong & viable. We continue to locate former shipmates. We appreciate anyone who is willing to help with this program.

Frank Wille
Association President



And He Calls Himself a Sailor

By George Overman

After you've read the story about Bob Hayes and the event that took place where they rescued a Machinist Mate from being beaten by a "mama-san", you will really appreciate the following message I received from James Smith. Apparently Bob's initial information sheet was a bit unclear as to the events so.....

"The second was "Retrieval of MM2 from Bordello. Maybe its my clean, Christian mind but I started googling the "USS Bordello" to see if I could find a man overboard report or some information before I realized that Bob must be talking about retrieving a machinist mate from a whore house."

I think Bob did clear that up for him.

Sorry, I had to laugh!

Ed: You will notice several stories listed as "As reported to James L Smith". Jim has gone out of his way to help gather, edit, and write stories from other crewmembers. See input sheet next to last page. Thanks from all of us Jim!



At least he did drink beer! EM club in Subic 1966

**FINANCIAL STATEMENT
 USS COGAWELL DD651 ASSOCIATION
 JULY 14, 2011 TO JANUARY 31, 2012
 JULY 14, 2011 CASH ON HAND \$18,659.05**

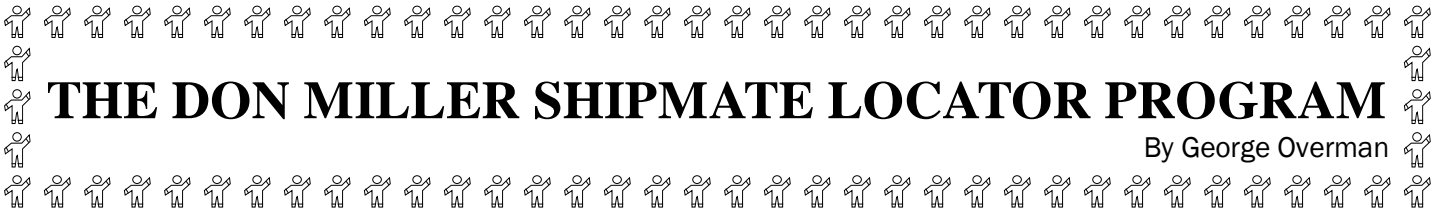


DEPOSITS

JULY 2011	\$825.00
AUGUST 2011	\$1760.98
SEPTEMBER 2011	\$3284.00
OCTOBER 2011	\$836.00
NOVEMBER 2011	\$180.00
DECEMBER 2011	\$300.00
JANUARY 2012	\$1407.00
TOTAL DEPOSITS	\$8592.98

DEBITS

POSTAGE	\$18.85
REUNION EXPENSE	\$10428.00
TOTAL DEBITS	\$10446.85
TOTAL DEPOSITS + CASH ON HAND	\$27252.03
MINUS EXPENSES	\$10446.85
TOTAL	\$16805.18
CASH ON HAND (Bank statement 1/31/12)	\$16805.18



THE DON MILLER SHIPMATE LOCATOR PROGRAM

By George Overman

As many of you know, this program is named after the person who was instrumental in finding a large number of crewmembers who have joined the USS Cogswell DD-651 Association. I was one of those crewmembers located by Don Miller when he called me on a Sunday afternoon many years ago. It is estimated that Don located over 500 crewmembers during his “searching days.”

Don was also the first president of the Cogswell Association, which was founded by Chad White. Don served dutifully in this capacity until 1999, when Frank Wille took over the helm.

The current Director of The Don Miller Shipmate Locator Program is Alice Lincoln. Along with her mother Cheryl Williams, they have found well over 100 of our missing crewmembers. They continue to work hard on this program by trying to find more of our missing shipmates.

In order to bolster their activity, we have begun utilizing the services of “Jerry” who is working with Tin Can Sailors to provide searching help. He volunteers his time and TCS receives \$10 for each member located (deceased or living).

Again, we think this program is worthy and in order to continue our efforts we need donations for the search activities.



Don & Arlene Miller

You can make a check out to the
USS COGSWELL DD-651 ASSOCIATION
and mail to
USS COGSWELL DD-651 ASSOCIATION
PO BOX 6098
OCEANSIDE, CA 92052-6098

Tin Can Sailors Crewmember Locator Program

By George Overman

We are continuing to use the Tin Can Sailors locator service to find missing crewmembers. The program has been successful, but only to the extent that we are getting an overall 24% return on our investment. In other words, we are getting 2.4 new members for each 10 we find. Some are deceased and others are simply not interested in the Association. We also have over 20 pending new members to follow up with. Tom Lamson and Mack Stringfield are making phone calls to these folks to get them to send in their membership forms. We can only hope their persuasion to join for these crewmembers is successful. We are attempting to search for members who were on board in the later years. Again please help with a donation if you can.

Stats:

Total located: 145

Total deceased: 65 (45% earlier years very high—later years better)

Total alive: 80 (55% later years much better)

No interest in Association: 49 (61% - either initial no interest indicated or have not responded to numerous membership reminders)

New active members: 20 (25% since inception of program)



USS COGSWELL ASSOCIATION DATABASE STATISTICS as of 02/15/12

Our database contains 3301 names total. Changes since 8/01/2011 below

- Active = 269— up 14 (paid dues are current)
⇒ 114 Life Members
- Inactive = 16 - no change (have not paid dues for more than two years—house cleaning of these inactive members)
- New = 30— down 9 (New members found who were mailed a membership form, waiting for return.)
- Reactivating = 2 up 2 (Need to be contacted (Inactive members who are reactivating their membership)
- No Interest = 557— up 7 (members who have indicated they have no interest in the Cogswell Association—some newly found who chose not to join)
- Deceased = 415—up 20 (known deceased shipmates—some newly found crewmembers)
- Not Located = 2012—down 46 (continues to be the largest number in database - we still need help locating. Largest part of decrease due to TCS locating efforts)

New members—August 01, 2011– February 15, 2012

Last Name	First	City	State	Years Aboard	Rank
BECK	CLYDE	MOBILE	AL	61-62	RD
CLARK	LAWSON	WICHITA FALLS	TX	68-69	MM
CLARKE	JOHN	GERMANTOWN	NY	N/A	FAMILY MEMBER
EARNEY	JERALD	LAKE HAVASU	AZ	62	RD
ESTERBY	GARY	DENNISON	MN	66-69	FTG
HANSELMAN	JOHN	PORTLAND	OR	58-62	RD
HIRNER	COLLIN	TREMPEALEAU	WI	62-65	IC
JONES	CLIFFORD	BEAVER	OR	66-69	FT
LENTS	WILLIAM	TORRANCE	CA	66-67	STG
MALLORY	GARY	LEWISTON	ID	68-69	BM
MEYER	DONALD	LAS VEGAS	NV	67-69	OFFICER (XO)
NOONAN	JOHN	HELENA	MT	58-61	FTG
OLSEN	EDWARD	BELLEFONTE	PA	68-69	OFFICER
PIEJA	EUGENE	READING	PA	59-62	RD
RHODES	JAMES	ARLINGTON	VA	56-58	YN
SCHREIER	EDWARD	SOUTHSIDE	AL	66-68	ET
WYCKOFF	ROY	OKLAHOMA CITY	OK	67-69	TM
YOUNG	ALLEN	KENNETT	MO	65-66	RM
ZIEMBA	ERNEST	WARFORDSBURG	PA	61-64	RM

Known Deceased since August 2010

Last Name	First Name	City	St	Years Aboard	Rank
BRUCE	THOMAS	LONGVILLE	LA	51-54	MM
CARSTENSEN	JACK	CHEYENNE	WY	65-69	SN
CELAYA	LOUIS	VALLEY FORGE	CA	69	YN
CHARLES	GORDON			69	RD
CHARLES	JOHN	WEST JEFFERSON	NC	43-45	RD
CLARKE	NORMAN	LAGRANGEVILLE	NY	52-54	MM
COCHRAN	BOBBIE	ANDERSON	SC	68-69	BM



(Continued on page 7)

(Continued from page 6)

FAVROT	RICHMOND	NEW ORLEANS	LA	60-61	OFFICER
GLADWELL	MILLARD	BROADWAY	VA	51-54	MM
LOWREY	RONALD	AURORA	CO	68-69	STG
MAGDALANY	MARK	SAN FRANCISCO	CA	69	BT
MCMULLIN	CORNELIUS			68-69	RD
MORSE	LYLE			54-55	FA
NASH	BOBBY	SAN DIEGO	CA	68-69	GMG
NORTH	ALBERT			69	CS
OWENS	JACK	DERRY	PA	67-69	TM
PARKER	ROBERT	SPRINGFIELD	IL	51-52	FN
SEE	ALLESTON	GRAYSLAKE	IL	52-56	MM
STEVENSON	WARREN			69	GMG
SULLIVAN	JACOB			69	RD

PO = Plankowner

Many of the deceased names came through the TCS locating service.

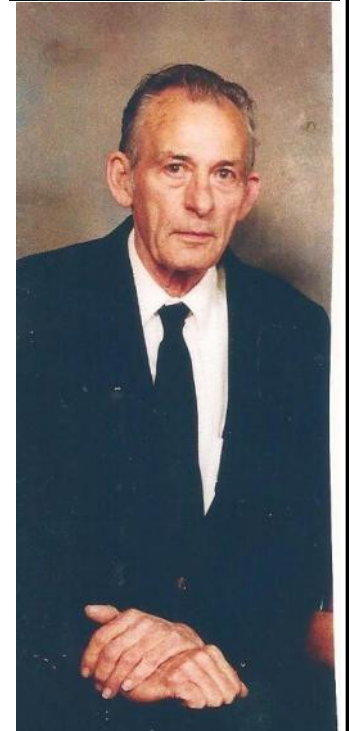
Thomas Benjamin Bruce (MM 51-54)



Aboard the USS Kidd (DD-661) in 1998

It is with great sad news that I must inform you of the passing of my father "Thomas Benjamin Bruce" today Nov. 25 2011. He served on the USS Cogswell as a Machinist Mate. He enlisted Oct. 10, 1950 and was honorably discharged on Aug 9, 1954.

My father and I were able to attend the 6th Reunion of the USS Cogswell (DD-651) April 3-6, 1998 in Baton Rouge, Louisiana. This was one of his greatest memories and mine. His main job was to produce water for consumption by the crew, and for this particular cruise held the title as "Water King".



Sincerely
William A Bruce
Lake Charles, La

The other sailor in this picture is Millard Gladwell (MM2) friend of Tom's. According to William, Millard died in the late 70's



HERBERT B DELONG (ST1 61-63, 69-70)

Editor's note: Herb served two different tours on the USS Cogswell. You can see his story in the August 2010 edition of the newsletter.

Dear friends,

The Happy Hunting Grounds welcomed the consummate archer today [9/1/11] at 4:10 p.m. After his second stroke a week ago Monday, Herb never spoke again nor did he move either left or right side. We brought him home last Thursday so he could spend his last days in the home we shared and beneath one of the beautiful animals he harvested. A long parade of neighbors, fellow archers, family, and friends came in to greet him, comfort him and us and tell Herb-stories. He left under the flag he loved, free at last from the robust body that just would not give up.

I thank all of you who have prayed for me and my family along this painful journey. And I ask again that you fear a little less, dream a little bigger, give with more abandon, and study and appreciate this great world around us with a little more respect for its realities. He certainly taught me more about all those things than I ever expected.

Gratefully,
Pat [DeLong]



Stories for Gerry Favrot By Walt Dziedzic

It is with a heavy heart and a great deal of sadness that I report my good friend & steaming buddy, Gerry Favrot passed away last night [Feb 01]. He was diagnosed with cancer in December, was admitted to the hospital a week ago Tuesday, and finally "went home" just before midnight!

His wife, Sue, is trying to put together a bibliography of stories and/or letters from his shipmates on Cogs. These will be bound and presented to his grandson who worshipped him and thought of him like a father. Since the grandson is only 11 years old, risque and or "salty" stories should be sent separately for his reading at a much older age. As I probably have more than anyone else, I hereby volunteer to collate all stories/letters and to send them to Sue.

Lest there be any confusion, send the "stuff" to: Walt Dziedzic
33205 Lakeshore Drive
Tavares, FL 32778

Many of you "deckapes" must have stories to tell about him when he was First Lieutenant or any bridge watchstanders who shared those "wonderful" 4-hrs on the bridge or folks on his unrepe station. Put on your thinking caps and search those drink-sodden brain cells for some good stories. The Favs deserves it.

LYLE LEROY MORSE

FA 54-55

By George Overman

I received a message from Tony Emmolo (TE 54-56) with several names he could remember who were aboard in 1954-55. He remembered these names because he was postal clerk at the time. On the list was the name of Lyle Morse who he stated went overboard in 1955. Our database did not have this information so I sent a message out to our Association members.

The messages I received back convinced me that I need to confirm this event *officially* because of the myriad of different responses I received. I sent a request to the Tin Can Sailors (TCS) crewmember locator (Jerry) to see if he could find out if this information is correct. This is the response I received from Jerry. "MPR has found Lyle's records and he did go 'OVERBOARD' on 3/1/1955 about 50 miles off the island of Luzon in the Philippines. I have a six page report including a two page letter of condolences from the Squadron Chaplain to Lyle's Mother." I have posted this six pages of information on the web site.

While waiting for the response from TCS, I received several other confirmation e-mails of the incident.

Yes, I was aboard the Cogs at the time. It was in Feb. 1955. I believe we were just a few days out of Yokosuka Japan. It happen on the port side amidships. The sea was a little rough, but not to bad. As I recall, he was leaning on a collapsible stanchion when it gave way sending him over the side. It was getting close to sundown as we circled around to find him, but he was gone before we could get to him. Rumor has it that he was only sixteen years old, entering into the service on a false birth certificate. I don't know if that's true or not. I also don't know his name.

Terry Racher

I was on board the Cogswell from 1954 to 1957. I made two cruises one in 1955 and the second in 1956. I can confirm that such an incident took place, but cannot recall the name or date. I do remember that the young deceased was in the Engineering Dept. There was a break in the port lifelines where the sea ladder or gangway was put over. Underway that break was filled by several heavy chains. He was sitting on the lower chain enjoying the balmy evening, when all of a sudden the chain or coupling parted, and he tumbled backward into the sea. The bridge received prompt notice, and the ship came around and commenced an immediate search, continuing overnight -- unsuccessfully.

Bill Souleret (at the time an Ensign and Damage Control Officer)

I remembered writing home about the man lost overboard, but could not find it in several searches. I knew a lot about the event at that time. I had been an OOD at sea since November '53 and was then a LTJG. Here is the paragraph from my letter dated *9 March 1955 South China Sea* 'We lost a man overboard last week, too. Fireman just off watch sat on a chain part of lifeline amidships with two buddies. Shackle broke. One man grabbed a stanchion and hung on. Morris grabbed his leg but couldn't hold on. Someone else grabbed a heel but couldn't hold it. Sea was very calm and warm just at sunset. Boat was at the spot in three minutes but it was too late. Whole task force searched all night and with planes in the morning. People don't get away with even leaning on lifelines on this ship normally.'

Murray Miles

After confirming this event did happen, I received another message from Tony .

I'm sure glad you have that confirmation of Lyle Morse. I just could never forget that incident. I remember (I was the Mailman) sending his letters back home. I remember him circling his arms frantically but it was too late. The sun was going down. By the time we turned around he was gone.

Tony Emmolo



JOHN BARWINCZOK (TE 51-52)

About Veterans' Hall of Fame

The New York State Senate Veterans' Hall of Fame was created to honor and recognize outstanding veterans from the Empire State who have distinguished themselves both in military and civilian life. Their meritorious service to our nation deserves the special recognition that only a Hall of Fame can provide, as a fitting expression of our gratitude and admiration.

John Barwinczok's distinguished five year Navy career included being a member of the Under Water Demolition Team 2, the precursor to the Navy Seals. John also served as Post Master for the 6th Fleet in Europe as well as serving a year on a destroyer. Just prior to his discharge, he and his fellow servicemen received "greetings" from President Truman, cancelling all discharges because of the Korean War and thus extending John's service for another year.

Upon his discharge, John worked at General Electric as a test technician. After a short time he left GE to work for the Department of Defense, to complete his high school education and enroll in college. During his 35 year career with the Federal Government, he served in many capacities from inspector to Quality Manager for the Syracuse and New York areas. John retired in 1987 but his hard work ethic led to the formation of his own company, JB Quality Consulting, which he ran for nearly 15 years.

Always trying to help veterans in his community, John is the founder of the Korean War Veterans Association chapter in Cayuga County where membership has grown from 12 to 82 people in only two and a half years. The chapter raised more than \$43,000 for a Korean War monument to honor Cayuga County veterans of the Korean War. The monument was dedicated on July 30, 2006, and is a part of the Veterans Memorial park in downtown Auburn, New York.

John and his loving wife Ginny reside in Auburn, New York, where they have been lifelong residents and active members of the community.



John, receiving award from New York
Senator Michael F. Nozzolio

ROBERT W HAYES
(Officer 55-57)
As reported to James L Smith

It would be hard to imagine a military career as varied and interesting as that of Bob Hayes, who served aboard the USS Cogswell, from 1955-1957. It was a career that started with earning his flight wings in World War II and ended when he was injured during an assignment as a staff officer in the Dominican Republic.

It was a career that involved him in three wars, World War II, Korea and Vietnam. During his Navy career he served on 11 ships and spent 16 years of his 26 years on sea duty. There were also stints on some distinguished military staffs.

On one interesting island stopover, Bob had a part in feeding hold out World War II Japanese soldiers who had not surrendered after the war. Bob enlisted in the U.S. Navy out of high school in 1942 during World War II and received his wings following flight school. In 1945 he was stationed in the Philippines poised for what was predicted to be the lengthy and bloody invasion of Japan.



Diane & Bob at the Tucson reunion 10-2011

The harbor and waters around the Philippines were filled with ships of every size and purpose “as far as the eye could see.”



When the atomic bomb abruptly ended the war, Bob said the news came with mixed feelings.

“I was the pilot of a hot airplane and now that they had dropped these bombs we knew we wouldn’t get a chance to show our stuff,” he said. “We were also told that it was estimated that one out of every two of us would be a casualty.”

Later he learned that Japanese women working in the fields were given pitch forks to finish off any allied pilots shot down during a planned invasion of Japan. That knowledge tempered any disappointment with not being able to fly combat missions over Japan.

“We were not going to be turned over to military forces if we were shot down,” he said.

As part of the occupation forces in Japan, he witnessed brand new Japanese Zero aircraft piled into the center of an airstrip and burned by American forces.

“That was a very good airplane and today they would be worth \$2 million each,” Bob said.

The mountains and hills in the area of Japan where he was stationed were honeycombed with tunnels where food and ordnance was stored in the anticipation of an allied invasion.

At the close of the war, fight squadrons were decommissioned and Ensign Hayes found himself suddenly in the black shoe Navy, something he was not eager to do at the time.

Fortunately for him he landed an assignment on a ship making an around-the-world cruise and ended up with a variety of shipboard assignments, including laundry officer, morale officer and landing force officer.

The latter position resulted in one of the more exciting missions of his Navy career. While his destroyer was in the North China Sea, a pilot pancaked his Corsair airplane in a field near Sing Tao during an exercise in 1947. Assembling his “landing force,” which was made up of cooks, yeoman and machinist mates he set off with his party in two whale boats to with orders to retrieve sensitive equipment from the plane and then destroy the aircraft. They were also to find and return the pilot.

(Continued on page 19)

NORMAN R GALLOWAY
(DC 58-62)
As Reported To James L Smith

Norman "Norm" Galloway will never forget his last day aboard his one and only Navy duty assignment. Galloway, who spent his entire four-year enlistment aboard the Cogswell, had left the ship once to head to discharge, but was sent back to the ship to complete some necessary Navy red tape in January 1962.

As the yeoman cleaned up Norm's discharge papers, he couldn't help but feel a little anxious when he heard the announcement for the crew to "set the special detail for getting underway" as he waited for his papers. The Cogswell was leaving that day for a WestPac tour and Norm was positive he did not one to join them for what would have been his fourth cruise.

With the paperwork done, Norm, who left the Navy as a second class Damage Control petty officer, walked down the gang plank, which was immediately pulled away and the ship got underway.

No doubt Norm was anxious to get home to his wife, Jo Marie, who he left behind when he enlisted in the Navy and reported aboard the Cogswell on April 15, 1958. The couple had already been married four years when a dip in the logging business in northern California combined with a draft notice pushed him to enlist in the Navy rather than end up in the Army.



During his time aboard the Cogswell, Norm, who started in the deck division took a damage control striker's position when it appeared because "I didn't want to chip paint for four years." He also suspected the striker's position appeared because damage control owed a mess cook position, which he got to fill.

Norm remembers a First Class Boatswain's Mate who was proficient at cooking up a home brewed "torpedo juice" on a hot plate that apparently caused the bosun to get drunk, leave the ship without permission and eventually got him busted down several ranks at a series of captain's masts.

But his most memorable time was when the Cogswell, steaming through a typhoon, ended up in a 58-plus degree roll when it got caught in a huge trough of a wave, but fortunately was righted by the other side of the wave, but not before it swept a sailor on an aft lookout overboard and seriously injured another topside sailor.

The lost sailor, Richard Ball, was never located.

At the time, Norm was asleep in his fantail rack and recalled water pouring through the deck hatch into the sleeping quarters.

"I was hanging onto the pole that held the racks as the water gushed in through the hatch," Galloway said.

For a year while he was on the Cogswell, Norm was joined by his younger brother on the ship, Billy DeWayne Galloway. At one point when their father was injured, he and his brother were taken off the Cogswell at sea off San Diego by helicopter, flown to a nearby aircraft carrier and then flown with the mail to San Diego for an emergency leave to be with their father.

When the leave ran out, the both returned to the ship, but their father died while they were enroute back to the ship and both had to turn around and return for their father's funeral.

Before and after his Navy service, Norm was no stranger to hard work. Born in Bethel, Oklahoma on June 8, 1935 to a father in the logging business, Norm ended up working in hay fields, picking potatoes, in a print shop and eventually turned



(Continued on page 18)

USCG Auxiliary Flotilla 86 of Lower Township

Color Guard for the "Wreathes Across America" ceremony at Cold Spring Cemetery on Saturday, December 10, 2011 at 12 noon.



Lewis "Mike" Hause (Front left)
(ME 51-52)

We were asked to participate in the memorial Ceremony . I acted as the Drill Sgt. Hell, I have not marched since boot camp.



Buddies?

Norman D Petersen IC3 on the left and.....

Ray Piez EM on the right. And, this was even *before* this kind of behavior was allowed!

Anyone why may know where Norman Petersen is located please contact the Association Secretary. Tin Can Sailors could not locate him as the name is too common, and we don't have his service number.

1965

John Helliwell (QM 67-69)

As reported to James L Smith

Cogswell quartermaster John Helliwell (1967-1969) had been harassed for about an hour by a couple of his buddy shipmates on the Bridge during the midnight watch. It was a dark night and the Cogswell was underway to Vietnam and they were on the open Pacific somewhere between Midway Island and Guam. Helliwell was leaning over the chart table working on plotting the ship's position when he felt someone push him from behind. Helliwell thinking it was his buddies jabbing him again, and without looking to see who the offender was, not so politely said to the intruder: "Don't f---ing crowd me."

Unfortunately for John the pusher was Captain Kraft.

"Sorry Helliwell," Captain Kraft said, I want to see the ship's position. "Helliwell snapped to attention and said, "Sorry Captain I didn't know it was you Sir." The captain smiled, took a quick look at the ship's position on the chart, and backed away to retreat to his sea cabin. Helliwell was embarrassed for unknowingly snapping at the captain, but his shipmates got a tremendous laugh out of it.

John, now 65, is a civil and traffic engineer in his civilian life and has been for 42 years. He works for the City of Thousand Oaks, California and manages seven other engineers. John and his wife, Louise, live in Thousand Oaks, and have two children. The Helliwells enjoy traveling to foreign countries each year, and look forward to retirement so they can pursue even more of their wanderlust adventures while touring the USA.

The couple is proud of their children, a son who's a physician and a daughter who's an attorney. They love their 20-month-old granddaughter, Camryn, and welcomed a grandson in December, 2011.



RICHARD YARBER
(MM – 61-64)

The article in the news letter about the problems the USS Cogswell and the USS Oklahoma's Vietnam service is the reason I'm writing this.

I want to tell a story about a DD-215 form and ask if anyone else has received one. I was aboard the Cogswell from 1961 to 1964. I entered the Air Force after my Navy service. A year or so after I entered the Air Force I had what is called an annual records review at base personnel. The reviewing NCO was also ex-Navy and he was familiar with naval operations during my term of service. He requested updated info from BuPeRs. In February of 1968 I received a DD-215 form. "A DD-215 is a correction form to a DD-214." It reads add: Armed Forces Expeditionary Medal (Vietnam) *Pers-E37:BJR:rs US NAVY Bupers*

I do not remember the exact dates of any of what I tell you here but it did happen.

We were at sea en-route to Subic Bay and I was told to report to the mess deck one evening for a briefing of some sort. It was CDR Neal that conducted the briefing.

The subject was basically world affairs. He spoke of some country called Vietnam and our involvement. (Like most that attended, I had never heard of Vietnam and probably could not have pronounced it correctly five minutes after the briefing.) The briefing was very informative as I remember, and it felt good that someone was keeping the crew up on current events.

We arrived at Subic Bay but left in a hurry one morning. The USS Cogswell was to take part in an operation called "Operation Crossbow". The operation was the rescue of a stranded American ship in the South China Sea. In route the Cogswell was diverted to a crisis off the coast of Vietnam to guard Air Transports which we did.

It seems like it was only a few days later and early one morning just before daylight. We were steaming at full speed and maneuvering quite a lot. I cracked the after engine room hatch to the quarter deck for a look see. I could have thrown a rock and hit the beach. We were really close to the shoreline. I remember thinking, sure hope the skipper has a good chart for the water depth. Later that morning I asked a Lt where are we. "That is the coast of Vietnam" was his response.



Richard & Beverly

The Cogswell and DESRON 21 operated in the water of Nam well before they are telling anyone. The USS Cogswell was in the "Official Water of the Republic of Vietnam" on May 16, 17 and 18, 1962. CDR Charles Neal was the ships Capitan at that time

We left the Vietnam waters on the 18th of May and headed to Yokosuka. I do have some supporting documentation about the incident from the VA in one of my denied claims. They know about that incident! The official VSM award dates are 3 July 1965 through 28 March 1973. I received mine sometime before that. If you lookup the qualifications for the VSM under section d. you find:

Individuals qualified for the Armed Forces Expeditionary Medal for reason of service in Vietnam between 1 July 1958 and 3 July 1965 (inclusive) shall remain qualified for that medal. Upon request (unit personnel officer) any such individual may be awarded the VSM instead of the Armed Forces Expeditionary Medal. In such instances, the Armed Forces Expeditionary Medal will be deleted from the list of authorized medals in personnel records. No

person will be entitled to both awards for Vietnam service.

My point here is if the AFEM is equal to the VSM then any ship and crew that entered the contagious water of Vietnam between 1958 and 1965, should be eligible for any and all benefits. The VA's policy of "Boots on the Ground" is just a way of getting out of paying military personnel something they rightfully deserve. The Blue and Brown Water Navy does not seem to be worthy of there consideration.

If this proof of operations in Vietnamese waters is useful to someone in getting service connection then great. If I can help you in anyway let me know.

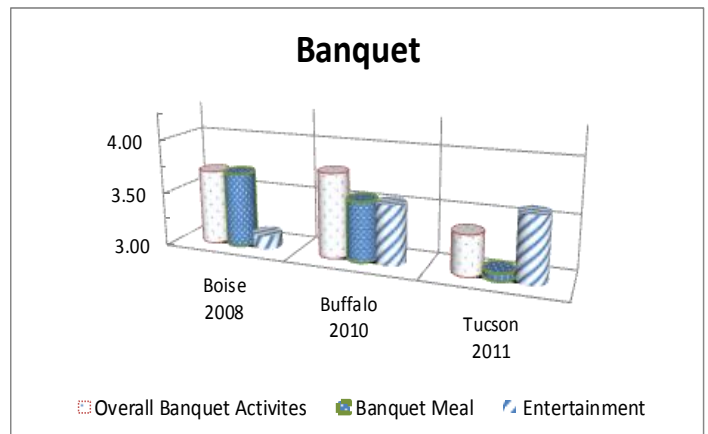
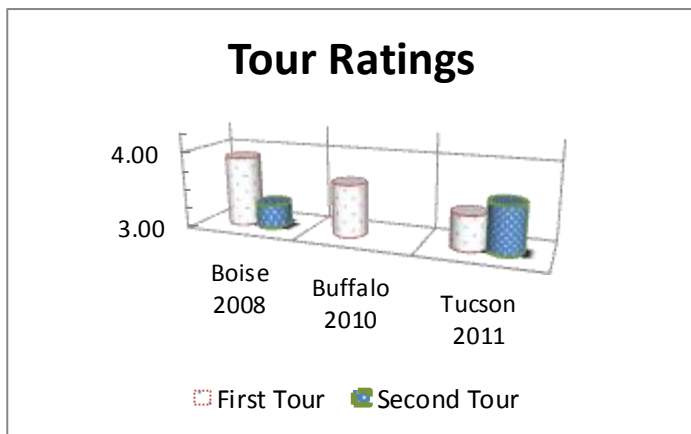
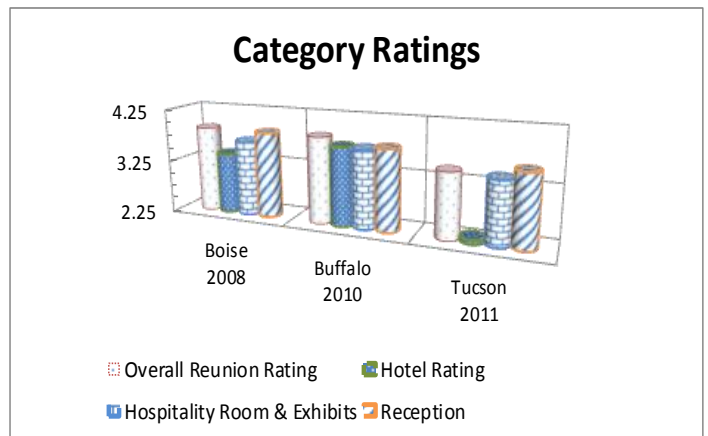
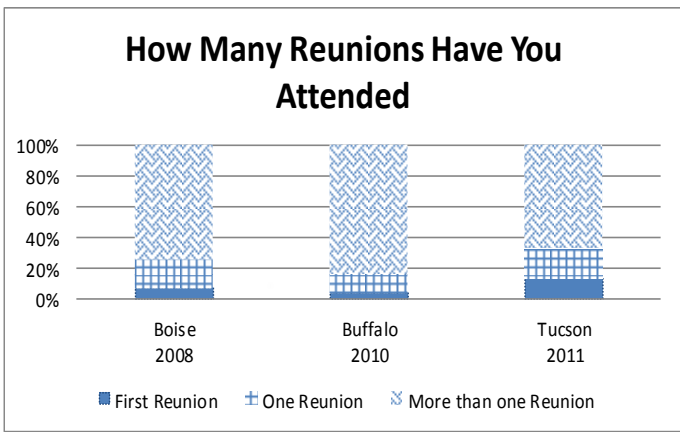
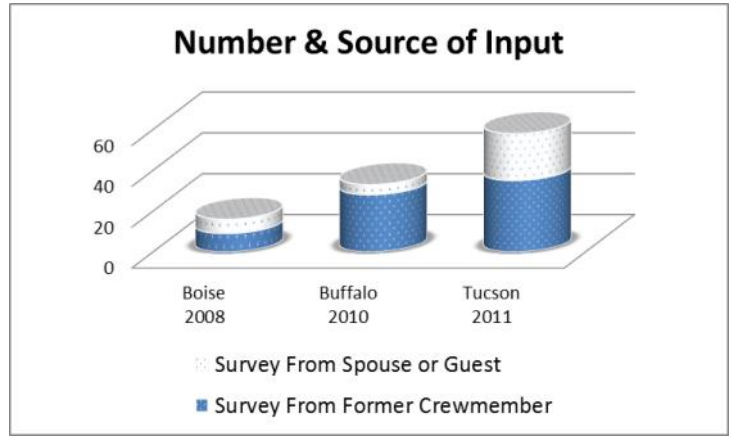
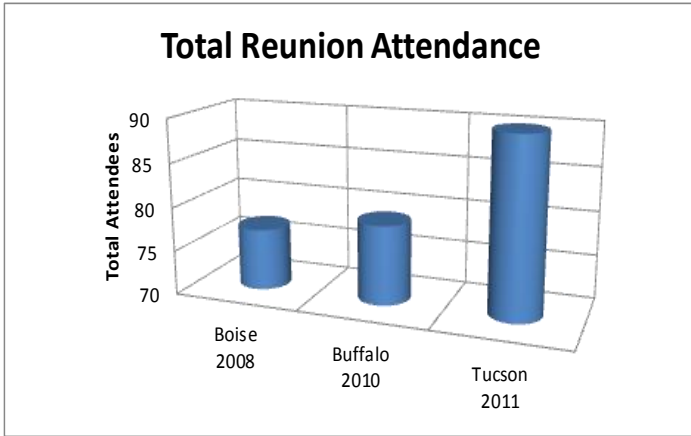
(Continued from page 1)

we arrived did not help. I do want to thank those who filled out the survey as this helps the committee plan for future reunions. Personally, there are some things I have a lot of control over and some issues where I have limited influence. What I would like is feedback on what I can do to improve the hospitality room experience. What kind of displays would you like to see? Layout? Overall ambiance? Snacks & drinks? What other suggestions do you have for the reunion planning overall? Yes, I know—real beer and do not run out! Please send an e-mail to

Secretary@usscogswell.com

or

drop a note to USS COGSWELL DD-651 ASSOCIATION, PO Box 6098, Oceanside, CA



SURVEY COMMENTS

1. (HOTEL) Really bad. We checked in just after noon on Saturday. We were hungry after the flight so took our bags to the room and left the Hotel soon after. Got a bite to eat and returned to the Hotel to settle in and someone had threw up big time outside the elevators so this would have been about 2:00 PM or so. We stopped by the front desk, reported it and they acted like that was the first they heard of it. We walked up to the first floor from the lobby to get on the elevator. I don't know when it was done or cleaned up but some people from the other convention at the Hotel was still reporting it to the desk at about 4:30 while we were getting maps and information on dinning. When we got back to the Hotel and went to our room I started to take a shower, the tub drain was plugged up and the tub as about 2/3/ full of soapy water before I got done and the water was still a long ways from hot at that point. Went back and reported this to the desk and they offered to move us. After some talking we agreed to stay in the room if they would try to get it straight tomorrow. We also reported a loud squealing and popping sound from the entry door to the room and not closing right. We also reported the light bulbs that were burned out in the lamps. We were out of the room all day Sunday. When we returned to get ready for dinner everything was as reported. Nothing done. Went to the front desk and stated everything again including someone spilling something outside the elevators on the 8th floor and crackers in the floor and hallway. We were on our way out to dinner and they promised to have it all done when we got back or move us. When we got back they did not have the tub workable, still no hot water, oiled the door, and replaced the bulbs. When we left the mess outside the elevators and on the floor of the 8th floor was still there when we checked out Thursday about 10:00 AM.
2. We had a cup that had lipstick on it and was not replaced and did not get any coffee even after asking the wait staff twice and waving our cups at them. We just left after that.
3. Tombstone too long, Bisbee Sucked (*unfortunately most shops were closed - George)
4. Disliked so many but all related to hotel. Bisbee sucked. Tombstone too long
5. Hotel maintenance is sadly lacking
6. Maid service lacking. Would like people to introduce self to group and tell little about what they have been doing
7. Meal - meat to rare - very tender, potato cold
8. Tours were a little long. For our age we need a little more recovery time in the afternoon
9. Carrots & beef meat wonderful. Potatoes not so much. Yummy dessert. We were upset about the closing of the food facilities. It is such a depressed area.
10. Liked bus tours, box lunch at Pima.
11. Everything was good - a lot of work goes into this. The young guys keep it together so the old guys get to come to these things.
12. Due to holiday, lack of food facilities (referring to restaurants in the immediate area on Monday - George)
13. Co-ed sightseeing & activities are much better than "cooking activities" for women only
14. I like the one tour we went on. I thought the hotel could have been better. I would like to see the ladies have a special event.
15. Tours were excellent so much interesting info
16. (Meal - poor) - Allergic to all 3 meals served sauces (not sure what is meant here) Not Cogswell Association fault Tucson shut down. Should have called ahead (Not sure what is meant here either - George)
17. Failure to disseminate needed info in a timely manner (Care to elaborate?? - George)
18. Liked everything
19. Casino night was fun! The safety of the elevator was a problem. Uneven floor when elevator lands on floor. Tripped and hit my head on bars in elevator. Dangerous
20. We enjoyed everything. Good seeing old friends.
21. We enjoyed ourselves very much. We want to thank all of you who had to do with the planning. This hotel needs more flags.
22. This hotel needs more flags! Breakfast good need Sausage in gravy.
23. Recovery (?) good! Problems getting timely info on site. (Care to elaborate?? - George)

IVIAN C SMITH (FTG 66)

Editor's note: This is a follow up message regarding the e-mail sent about searching by hometowns of the deceased.

When the Vietnam Memorial first opened, I served as a volunteer to answer questions about the wall, but mainly, to help folks find names. No one ever anticipated the amount of foot traffic around the Memorial, hence, there wasn't a brick walkway along the wall and naturally, the area in front of the wall became muddy in inclement weather...but that didn't deter visitors. Nor were there lights....folks kept showing up at night and would use cigarette lighters and flashlights to find names. Further, no one ever anticipated that visitors would leave items at the wall....I saw not only flowers, wreaths, etc. but also, photographs, medals, dog tags, bits of uniforms, etc. etc.

It was during this time that visitors started using scraps of paper and a pencil to make "rubblings" of the names....I started taking a couple pencils and paper with me until the folks in charge began to supply paper and pencils to visitors.

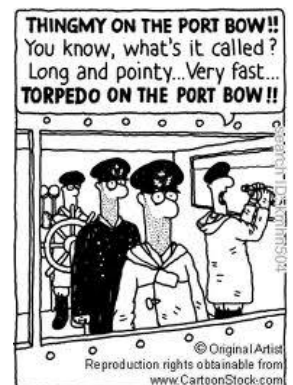
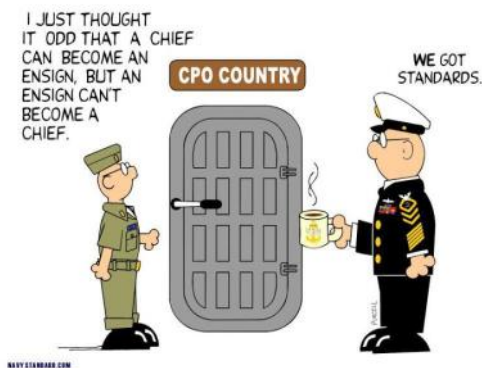
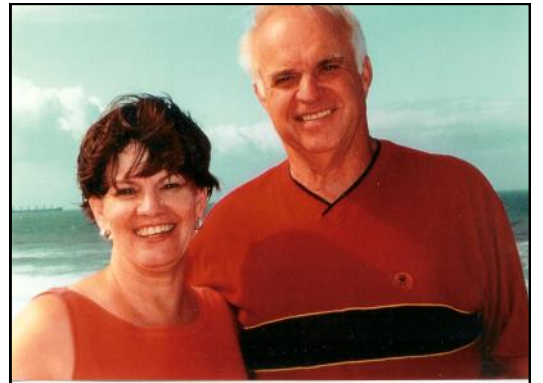
And I was also at the Wall when it was dedicated by President Reagan and Senator John Warner....I have a great photographs autographed by each (somewhere) from that event....I was about 20' away in a special area that a friend from the Secret Service arranged for some of us at an American Legion Post I belonged were able to view the proceedings.

Over time, I saw the same couple women, a mother and daughter, from Pennsylvania, who came to the wall. They were the mother and sister of a deceased soldier and I never forgot when we were talking one day how the sister said simply, "We can't stay away." That was the feeling for a lot of folks in those days.

I made photographs and had them framed of a couple names of those on the wall and sent to parents who I knew would not be able to ever see the Wall. Years later, I was in one of those homes and saw the photograph in a prominent place in their den....the mother told me it was like having a part of the Wall in their home.

Butch Muir, the (still) Sports Editor for The Advocate in Baton Rouge and an old friend, traveled to Washington years ago when I worked there and I took him to the Wall one evening....that was always my favorite time to pay a visit, especially when its snowing....and he still said it was the most memorable experience he had in Washington....and he didn't serve in the military, but knew some who died from West Monroe, LA where he grew up.

Its a neat site.
Regards,
IC Smith



Memories
Gerald Jacobus (SN 1958)
As reported to James L Smith

Cogswell Seaman Gerald W. Jacobus recalled how the strong lure of Pearl Harbor liberty likely caused the loss of a shipmate's life in 1958.

During an extended repair stay at Pearl Harbor to fix a broken mast Gerald recalled returning from liberty with a shipmate named Parsons and finding a shipmate's wallet and identification strewn on the deck and the sailor's dress whites folded under the No. 3 gun mount along with his shoes.

"I wanted to tell the Officer-of-the-Deck but Parsons knew the guy, so he didn't want to because the sailor would be restricted. So I went to bed and the next morning at muster the guy wasn't there, so we told the exec.," Gerald said. "I guess the guy was drunk and wanted to go back on the beach and the OOD wouldn't let him so he tried to crawl back to the pier on the hawser and fell in."

Gerald believes the rat guards were probably a formidable obstacle for a drunk sailor. So apparently was the water as divers were unable to find him, but his body surfaced about 8 days later. The ship was in dry dock in Pearl for about 1 ½ months.

Editors note: If anyone knows who the person was that drowned please send e-mail to Secretary@usscogswell.com

(Continued from page 12)

himself to working in the logging business after he and Jo Marie were married in 1954. He also drove a truck for the Pacific Gas and Electric Co. for a time.

It was the seasonal nature of logging and a broken down Caterpillar tractor and his draft notice in late 1957 that pushed Norm into the Navy to begin with.

During his service on the Cogswell, the ship made a stop at Seattle Seafair and he liked the area. One of his shipmates invited him to come back to the area after his discharge and find work with all the activities related to the World's Fair held in that city in 1962.

So he and Jo Marie moved to the area, but a car accident that resulted in a severely broken ankle delayed his work career for a few months. After the ankle healed, Norm got a job as a carpenter nailing cedar siding on new houses, a job he held for a couple years.

When the housing business slowed, Norm used the welding skills he learned in the Navy, and went to work as a welder in a fabrication shop and later as a high steel welder with Structural Iron Workers Local 86, which turned into a 31-year career in the Seattle area. The last seven years of his career Norm worked with the Local union at Boeing Aircraft Co.

Jo Marie and Norm have two daughters, and five grandchildren. When the girls were small they toured and camped on motorcycles along logging roads. Norm enjoyed trap shooting and competed competitively in the sport, winning some trophies.

Norm, born June 8, 1935, has been active in the USS Cogswell Association helping with photography and researching and providing photographs of the ship from a number of cruise books.

Ron Eberle
(BM 66-68)
As reported to James L Smith



One of Ronald A. Eberle's not so fond memories of his time on the Cogswell was the toilets in the First Division quarters which had been moved to the former Chief's quarters forward of the mess deck.

Ron, who served aboard the Cogswell from October 1966 to September 1968 as a seaman in deck division, recalled that the toilets were more like a French bidet during rough weather.

(Continued on page 22)

(Continued from page 11)

“The landing party was made up of guys who had not fired a shoulder weapon since boot camp,” he said. Fortunately the party included a chief gunner’s mate who really knew what he was doing.

After landing ashore the small force advanced on a village that was in the process of being taken over by Mao Tse Tung from Chiang Kai-shek. Bob, using his advanced viewing of John Wayne movies, ordered his landing party to spread out so they wouldn’t all be killed by one blast.

When they started taking fire from the village his party took cover and returned fire, but he noticed that many of the shots from his men were landing about 30-feet in front of where they were fired.

Eventually, they recovered the pilot and took him back to the shore and eventually turned him over to the USS St. Paul, a heavy cruiser that had a doctor on board.

When Ensign Hayes’ ship arrived in Shanghai he received a summons to report to a full admiral who was serving as the Commander-in-Chief of the Far East. When he arrived he found out it was a direct result of the actions of his landing party.

“You created an international incident and I am recommending a court martial for you,” the admiral told him. “Return to your ship and await instructions.”

When the order came back, it was not for a court martial, but instead a Joint Commendation Medal that honored him for performing the mission without casualties on either side.

Of his time aboard the Cogswell, he vividly remembers two incidents one at sea and one on shore.

During undersea replenishment from the U.S.S. Columbus in 1956, Lt. Hayes had just been relieved of the conn by the captain. The captain, known as Fearless Freddie Wyes, squatted below the splinter shield on the bridge to light a cigarette and when he looked back up he saw the bows of the two ships merging towards each other on the calm sea at about 12 knots.

The 60-feet between the two ships was closing at a dangerous rate and the captain ordered a “right-full rudder” which caused the stern of the Cogswell to swing into the side of the heavy cruiser and parted the fueling lines between the ships. The crash caved in a couple plates aft and the ship began taking on a little water. We switched rudders and then we hit forward. Bob ran to the starboard side to make sure nothing got hung up as they steamed apart.

“There was oil all over everything,” he said. “It was pretty bad for awhile.” Although he had to submit a report, nothing ever came of it. I think the captain “kind of panicked” and he asked us to reflect in our reports that we had a steering casualty. While the damage to the Cogswell was extensive, the cruiser escaped with minor scrapes.

The 1955 shore incident occurred in Kaohsiung, Formosa (now Taiwan) when Bob was assigned to be the officer in charge of a shore patrol squad. Using a jeep provided for them, they were driving down the main street, which was a dirt running sewer, when they spotted a congregation of people beating on a man dressed only in his skivvies.

When they arrived they found a bunch of women beating on the man, who turned out to be a motor machinist mate second class, who they accused of not paying his brothel bill.

“We rescued him from Mama san who said he refused to pay his \$3,” Bob said. “We gave her the \$3 but she wouldn’t give us back his clothes. We put him in the jeep, took him back to the pier and his ship and told the deck officer to get him to his bunk, make sure he stays there.”

The incident was kept quiet as a motor machinist mate was a valuable crew member on a destroyer, Bob said.

Then there was the time he helped feed hold out Japanese soldiers who had refused to surrender after the end of World War II.

While serving on another destroyer out of San Diego, Bob was part of landing party on the island of Pagan, which is located in the Mariana Island chain. Small groups of U.S. sailors, along with their allotted two cans of Rainier Beer (according to

(Continued on page 20)

(Continued from page 19)

Bob “the worst beer ever brewed in this country”) would go ashore and have a party on the uninhabited island.

“The beer was green, bad and caused problems with ‘elimination,’” Bob said.

Once ashore there was evidence that someone, reportedly hold out Japanese soldiers who refused to surrender, were cooking large snails and other native food. Although they never saw them, the Navy sailors left behind food for the Japanese soldiers.

“We knew they were back there, but they were not a menace, they just wanted out food,” Bob said.

Later he learned that one of two soldiers were eventually found on the island and returned to Japan. Although they thought they would come home in disgrace they were actually welcomed as heroes.

During Korea, Bob served on General Doug MacArthur’s staff at the Inchon Invasion going ashore with the fifth wave of the amphibious assault. Although the invasion was not particularly eventful because the enemy expected the invasion much further south, the planning was difficult due to the wide range of tides that fluctuated as much as 34-feet in a matter of 12 hours.

“My job was to do the body count of the enemy,” Bob said. “It was worse because it was hot. I’ll never forget that smell.”

In 1962, Bob served on the Joint United States Military Advisory Group (JUSTMAG) which was during the run up to the Vietnam War during the time that only about 2,000 American military advisors were on the ground.

In 1965, Bob was assigned as the sole Navy representative on a Staff to oversee the elections in the Dominican Republic. The military was tasked with making sure a popular Communist candidate did not win the election. Much of the 101st Airborne was on hand to protect the election results.

For his part, Bob was made the “Port Commander” and met with incoming ships from the Organization of American States representatives. In one case he rode a pilot boat out to the flagship of the Brazilian Navy and tell the flag what to expect when they arrived.

After meeting with the Brazilian Navy Commander, Bob was surprised when he was awarded the Brazilian Legion of Merit for the relatively brief meeting. Bob has mixed feelings about the service he did in the Dominican Republic.

“They resented our presence there,” he said.

During a trip, the rebels ambushed his car, killing his driving and wounding Bob, who the rebels gave morphine to relieve his pain. After being helicoptered to an airport he found himself the only patient aboard a C-130 set up as a field hospital with the most advanced hospital equipment of the time.

After a five-month rehabilitation, Bob went before a Navy medical board who pronounced he was unfit for sea duty, which effectively ended his Naval career.

Although looking back Bob realizes he had an incredible military career it didn’t seem so at the time.

“You just go where you are told,” Bob said.

One of those places he was told to go was Kodiak, Alaska where he and a friend who was a major decided that they would go hunting for grizzly bear. Grabbing a couple M-1 rifles and military issue service ammunition they went off in pursuit of the trophies.

Walking north of Kodiak they happened upon a bushel basket large pile of still steaming bear scat.

“We looked at the pile, looked at each other and decided any animal that excretes that much fecal matter would not be stopped by the hard coated ammo that we had,” Bob said. “We went back.”

(Continued on page 21)

(Continued from page 20)

In addition, Bob served with three air squadrons. After his Navy retirement as a Lieutenant Commander he spent two years as a Second Mate (Navigator) with the Merchant Marine returning to many of the same ports and places he visited in the Navy.

Bob's memory is aided by journals he and other junior officers were required to keep during his early years in the Navy.

A native of Urbana Illinois, Bob, 86, lives in Fresno, California with Diane, his wife of 38 years. Bob has three children and three stepchildren. He is a member of the Disabled American Veterans and the Merchant Marine League.

Editors note: Sorry, I lost record of who sent this to me.

Article found <http://members.iinet.net.au/~gduncan/maritime-2b.html>

MATSU (August 4, 1944)

Launched on February 3, 1944. Japanese escort destroyer (1,262 tons) leading a convoy returning to Japan was bombed and severely damaged by US aircraft about fifty miles northwest of Chichi-jima. The **Matsu** was later sunk by shellfire from the destroyers **USS Ingersoll**, **USS Cogswell** and **USS Knapp**. The bombing killed most of her crew. Out of her complement of 150 there were only six survivors one of whom died later aboard the rescue destroyer.

Submitted by Harry Alicia
(BT 59)

United States Naval
Destroyer Division 212

USS Ammen {527}

USS Braine {630}

USS Cogswell {651}

USS Ingersoll {652}

BLESSING OF SHIPS
FOR
DEPLOYMENT TO
WESTERN PACIFIC

8 August, 1959

"God has favored our undertaking"
(From the Great Seal of the
United States of America)

Cogswell 1945 Baseball Team
Submitted by Don Shortell



Back Row: Bosworth, Benikie, Shortell, Rizzo, Huber, ?
Front Row: Candio, Dubois, Dzwonkoski, Sternicki, Butcher

Tin Can Sailors Events

TCS has regular Bull Sessions, annual reunions, and Field Day sessions aboard historical vessels. More information can be obtained from the TCS web site: <http://www.destroyers.org/> or call (800) 223-5535 Monday—Friday, 10 a.m. to 4 p.m. Eastern time. This gives Cogswell crewmembers the opportunity to hook with up other Cogswell crewmembers and possibly meet other sailors you served with in the past aboard other “Tin Cans”.

National Reunion

September 2-6, 2012

Renaissance Seattle Hotel, Seattle WA

September 9-16, 2012

Tin Can Sailors Cruise to Alaska

Bull Sessions:

February 25, 2012

Jacksonville Bull session, Holiday Inn Express, Jacksonville FL

April 14, 2012

Texas Bull session, Comfort Suites Granbury, TX

May 05, 2012

New Jersey Bull Session, Crowne Plaza Monroe Twp, NJ

May 12, 2012

Midwest Bull session, Holiday Inn Holidome, Topeka KS

June 02, 2012

Upper Midwest Bull Session, Robbins Restaurant, Oshkosh WI

Field Days:

September (??)

USS KIDD (DD-661) Baton Rouge, LA (1st event)

October (??)

USS KIDD (DD-661) Baton Rouge, LA (2nd event)

(Continued from page 18)

“When the bow went up, it sucked the water out,” Ron said. “When the bow came back down hard, water would splash up and wash your ass.”

During a lifeguard mission with the carrier, USS Constellation (CV-64), Ron was helmsman when a jet returning from a bombing mission over North Vietnam jettisoned its auxiliary fuel tank near the Cogswell.

Captain Baer ordered a boat into the water to retrieve the tank. The boat retrieved the tank and brought it to the side of the Constellation where an air controller determined it was of no use and told the captain to sink the fuel tank. The captain used his .22-caliber rifle, but was unsuccessful in getting it to sink.

The Gunner’s Mate installed a .50-caliber machine gun, mounted it on the bridge wing, port side, and then fired into the tank until it dropped below the surface.

Following his sea duty on the Cogswell, Ron, a native of Clay, Kentucky returned home and served in the U.S. Naval Reserves in Nashville, Tennessee until October 1974, leaving as a BM2.

In his civilian life, Ron worked at Ford Motor Co. retiring after a 30 year career. Ron is also involved in the Vietnam Veterans of America Chapter 454, Louisville, Kentucky and VFW Post 1170 and the American Legion Post 244.

As a member of VFW Post 1170, Ron proudly worked on the “Honor Flights” project which provides trips to World War II veterans to visit their memorial in Washington, D.C. In 2010, Ron had the honor of serving as a “Guardian” on an Honor Flight that included his father, a World War II tin can sailor.

Ron, 65, and his wife of 40 years, Margaret, live in Louisville, Kentucky. The couple has a daughter, who gave Ron and his wife twin grandchildren, a boy and a girl, in 2009.

USS Cogswell Biography/"sea" stories project

Name _____ Age _____ Cogswell years _____
Rate & rank _____ Other duty stations _____ Spouse
name _____ How long married _____ Children _____ City where you live
now _____ Birth hometown _____

Favorite Cogswell memory (the one you tell all your family and friends at parties):

(Use back of paper for more room)

Give me a little information on your after Cogswell career, children, church, travel, hobbies and generally what makes you tick and smile (use additional sheets if necessary):

After I collect these sheets I will start writing up the biographies/sea stories, but I will undoubtedly have questions so I need a number to reach you. Also if you have e-mail give me that address so I can send you the finished work for correction and editing.

Thanks,

JIM SMITH
375 DAVIS LAKE RD
LAPEER, MI 48446

E-mail: jlsmediaservices@gmail.com

Editor's note: Jim used this sheet at the Tucson reunion to gather some of the stories in this edition. Please feel free to fill this out and send it to Jim through e-mail or the address indicated. We want your bios and sea stories.

USS COGSWELL DD-651 ASSOCIATION
PO BOX 6098
OCEANSIDE CA 92052-6098

We're on the Web:
www.usscogswell.com

Email: Secretary@usscogswell.com



USS Cogswell moored outbound Yokosuka Japan 1957